(d) the details of Railways Divisions in which the said scheme is proposed to be started initially?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) The first hour after an accident is termed as the 'Golden Hour', as it is believed that chances of survival of a victim increase manifold if medical/surgical intervention is arranged within this hour.

Although no 'Golden Hour' scheme has been launched, Railways are making concerted efforts to accelerate the relief to reach the accident victims within the 'Golden Hour', as much as possible.

(c) and (d) The strengthening of the infrasturcture to speed up relief work has been taken up simultaneously in all the Railway Zones. Approximate cost of the implementation of this project is Rs. 400 crores, to be spent in the next three years.

Train service for Mau and Azamgarh

3296. SHRI DARA SINGH CHAUHAN:Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is no direct train service from Mau and Azamgarh in U.R to New Delhi and a considerable number of Members of Parliament are residing in that area;

(b) whether he has repeatedly assured Members of Parliament of that area to introduce a direct train for New Delhi; and

(c) if so, by when a direct train connecting Mau and Azamgarh to New Delhi would be introduced for convenience of the MPs and the public?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) At present, 4649/4650 Amritsar-
Darbhanga Saryu Yamuna Express is available between Mau/Azamgarh and Delhi. Further; a new Express train is proposed to be introduced between Delhi and Azamgarh during 2003-2004,. as announced in the Railway Budget, 2003.

Funds for bridges

3297. SHRI SURESH PACHOURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that large number of rail bridges in the country need urgent repairs/replacement;

(b) if so, how many such bridges have been identified during the last five years and how many have actually been repaired/ replaced;

(c) what has been the Budget allotment of funds for bridge works during the last ten years and how much has been spent by the Railways; and

(d) has the Special Cell for each Zonal Railway, as recommended by the Sub-Committee of Railways Reforms Committee in 1998 been created; if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) and (b) Large number of Railway bridges do not need urgent replacement/repairs. As on 1.4.2003, to total of 5427 bridges have been sanctioned for rebuilding/rehabilitation. During the last five years i.e. upto 1.4.2003, 9698 bridges have been identified and 4271 bridges have been rebuilt/rehabilitated and others are under various stages of execution.

(c) Rs. 918.42 crores were allotted for bridge rehabilitation/rebuilding during the last ten years (1993-94 to 2002-03) and Rs. 762.86 crores have been spent during the period.

(d) Bridge organization headed by Chief Bridge Engineer exists on each Zonal Railway to monitor the bridge works, inspection of bridges and other related bridge works.

Status of projects of doubling of rail lines

†3298. PROF. M.M. AGARWAL: Will the Minister of RAILWAYS be pleased to state:

(a) the details of ongoing projects for doubling of rail lines in the country; zonewise;

(b) the present status of each sector and funds allocated during the Tenth Five Year Plan for the purpose and the amount spent thereon so far; and

†Original notice of the question was received in Hindi.